



**AGENDA**  
**PUBLIC SAFETY COMMITTEE**

Wednesday, June 11, 2025, 4:00 p.m. - 6:00 p.m.

Boardroom, Service and Resource Centre

411 Dunsmuir Street, Nanaimo, BC

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**Pages**

**1. CALL THE MEETING TO ORDER:**

[Note: This meeting will be live streamed and video recorded for the public.]

**2. INTRODUCTION OF LATE ITEMS:**

**3. ADOPTION OF AGENDA:**

**4. ADOPTION OF MINUTES:**

a. Minutes

3 - 8

Minutes of the Public Safety Committee Meeting held in the Boardroom, Service and Resource Centre, 411 Dunsmuir Street, Nanaimo, BC, on Wednesday, 2025-APR-09, at 4:00 p.m.

**5. COUNCIL COMMUNICATIONS:**

**6. PRESENTATIONS:**

**7. REPORTS:**

a. Pedestrian Infrastructure Upgrade Priorities

9 - 20

To be introduced by Jamie Rose, Manager, Transportation.

*Purpose: To share with the Public Safety Committee the pedestrian improvement projects being recommended to Council for expenditure of the 2025 Pedestrian Unallocated Budget.*

Presentation:

1. Jamie Rose, Manager, Transportation.

**8. OTHER BUSINESS:**

a. Verbal Report re: Drop-in Hub - Overview of Mitigation Strategies and Impact

on Neighbourhood

To be introduced by Christy Wood, Manager, Social Planning.

- b. Verbal Report re: Nanaimo Youth Resilience Strategy - Building Safer Communities Fund

To be introduced by Christy Wood, Manager, Social Planning.

**9. ADJOURNMENT:**



## **MINUTES**

### **PUBLIC SAFETY COMMITTEE MEETING**

Wednesday, April 9, 2025, 4:00 P.M.  
Boardroom, Service and Resource Centre  
411 Dunsmuir Street, Nanaimo, BC

Members: Councillor Armstrong  
Councillor Eastmure  
James Bowen  
Scott Brodie  
Kim Coulthard  
Doug Cowling  
Jennifer Millbank

Absent: Destiny Herman  
Kevin Lambert  
Collen Middleton  
Ruth Taylor

Staff: D. LaBerge, Director, Public Safety  
Staff Sergeant R. Graves, Acting Operations Inspector  
K. Robertson, Deputy Corporate Officer  
C. Wood, Manager, Social Planning  
D. Hopkins, Community Policing Coordinator  
J. Vanderhoef, Steno Coordinator  
L. Young, Zoom Moderator  
A. Chanakos, Recording Secretary

#### **1. CALL THE MEETING TO ORDER:**

The Public Safety Committee Meeting was called to order at 4:00 p.m.

\* Denotes electronic meeting participation as authorized by "Council Procedure Bylaw 2018 No. 7272"

**2. ADOPTION OF AGENDA:**

It was moved and seconded that the agenda be adopted. The motion carried unanimously.

**3. ADOPTION OF MINUTES:**

It was moved and seconded that the minutes of the Public Safety Committee Meeting held in the Boardroom, Service and Resource Centre, 411 Dunsmuir Street, Nanaimo, BC, on Wednesday, 2025-FEB-12, at 4:00 p.m. be adopted. The motion carried unanimously.

**4. COUNCIL COMMUNICATIONS:**

(a) 2024 Public Safety Committee Annual Report

Karen Robertson, Deputy Corporate Officer, advised that during the 2025-MAR-03 Regular Council Meeting, Council adopted the following motion:

“That Council accept the following initiative themes to be prioritized by the Public Safety Committee in 2025 based on the Public Safety Committee Workplan 2024 to 2026, and that Staff be directed accordingly:

- Transportation Safety
- Crime Prevention (City)
- Homelessness, Addiction, and Community Impacts
- Health and Wellness
- Advocacy
- Education”

**5. PRESENTATIONS:**

(a) Public Safety Department 2024 Overview

Dave LaBerge, Director, Public Safety, provided an on-screen presentation advising the following:

- The Social Planning Department was integrated into the Public Safety Department in 2024 as the Social Planning Department’s initiatives closely align with the Public Safety Department
- In 2024, the Social Planning Department had a number of accomplishments including the implementation of the Nanaimo Youth Strategy, which received \$1.8 million in Public Safety Canada funding, coordinating the opening of The Hub at 55 Victoria Road,

and assisting BC Housing with the implementation of the HEART and HEARTH programs

- Other initiatives achieved by the Public Safety Department include the creation of the Community Safety Officer (CSO) and Clean Team programs, implementation of pay and resident exempt parking in the hospital area, and the allocation of \$4.5 million in capital projects in parkades within the next five years
- CSOs respond to encampments and social disorder in the downtown area, while Bylaw Officer enforcement covers the entire city
- CSOs currently work 16 hours per day, seven days per week; however, the goal is to increase working hours to 21 hours per day
- The City was recently awarded a federal grant of \$450,000 for municipal responses to overdose events. This funding will be used to purchase three electric vehicles equipped with automated external defibrillators (AEDs) and other medical supplies to decrease response times for overdose emergencies

Committee and Staff discussion took place. Highlights included:

- The Bylaw Department primarily enforces parking violations regarding traffic; however, one Municipal Enforcement Officer is responsible for the enforcement of commercial vehicles, including trucks travelling off truck routes, dangerous goods and parking over-sized vehicles on City streets
- To ensure payment of unpaid fines, the City would need to go through debt collection or small claims court. As a result, approximately 60-75% of fines remain uncollected
- Currently, there is no mechanism for the Bylaw Department to implement the Restorative Justice Program in the community. The Committee expressed a desire to discuss this at a future Public Safety Committee meeting
- The City can obtain a court order under the *Community Charter* to ban a person from engaging in a specific activity for a period of time; however, the expenses associated with this are high

## 6. OTHER BUSINESS:

### (a) Verbal Report re: Neighbourhood Safety Audits

Dan Hopkins, Community Policing Coordinator, provided a verbal report and advised the following:

- Neighbourhood safety audits provide a snapshot of what's happening in each neighbourhood regarding public safety. Following the initial audit, a second audit takes place at a later date to determine if there has been a change in the perception of safety in the neighbourhood
- The audits consist of three components: crime statistics pulled from the neighbourhood, a survey of the residents to get an idea of how they feel about where they live and the perception of crime, and a neighbourhood walk with community members to get an idea of what's happening and take physical/photo evidence
- A draft of the report is shared with the Neighbourhood Association/block watch members for comment, and is then published for the public

Committee and Staff discussion took place. Highlights included:

- Several recommendations are made during the audit process, and a review takes place every few years to ensure recommendations are followed through
- Often RCMP cannot increase police presence due to capacity
- The main benefit of the audits is that they empower residents to act and take responsibility for their neighbourhood
- Neighbourhood safety audits are a time-consuming process, entailing hundreds of hours of work, and collaboration with other community agencies
- Neighbourhoods are often perceived as unsafe due to graffiti or unhoused individuals nearby, and not necessarily due to property crime

(b) Discussion re: RCMP Nanaimo Detachment Priorities for 2025

Staff Sergeant Rob Graves, Acting Operations Inspector, Nanaimo Detachment, RCMP, led a discussion to determine priorities for the Nanaimo RCMP Detachment in 2025, including the following:

1. Traffic safety, primarily at intersections
  - Lights are not always in sync with the speed limit, causing frustration and an increase in drivers running red lights
  - The RCMP Traffic Unit has two members, so enforcement can be challenging
  - The number of fatalities has increased significantly

- The Committee requested that the following be added as priorities for the Detachment in 2025:
  - Advanced crosswalk signals installed at some intersections
  - Seeing more cameras at intersections to aid in enforcement
- 2. Anti-gang measures
  - Increasing random traffic stops around schools as gang members tend to frequent these areas
  - Ensuring school Liaison Officers are present in schools, and other officers are aware of the prolific gang members
- 3. Property Crime
  - Currently the only perceived benefit for reporting property crimes is initiating an insurance claim
  - The Repeat Violent Offending Intervention Initiative (REVOII) Program has helped target the most prolific offenders, and they will be considered differently in the court system
  - There is a perception that the unhoused population is committing the majority of property crimes; however, it is usually individuals who are more mobile or resourceful that commit these crimes. The unhoused population is more likely to commit petty theft and crimes of opportunity

(c) Verbal Update re: Social Issues and GIS Data Mapping

Christy Wood, Manager, Social Planning, provided a verbal update regarding social issues and GIS data mapping. Highlights included the following:

- The Geographic Information System (GIS) Department is developing a social services managing map. It will be an information tool to assist Staff in analyzing the relationship between complex social services and the vitality of the neighbourhood to help distribute services throughout the City
- The mapping system will help identify areas of risk for social conflict and disorder, and help identify new locations for social services
- GIS is also looking at mapping positive activity generators such as education institutions, parks and recreation spaces, community centres, transit hubs, libraries and walking distances to services and amenities

- The project will include static maps, and will be interactive tool for City Staff to use
- Staff will present some static maps at the 2025-MAY-12 Governance and Priorities Committee meeting

Committee and Staff discussion took place regarding including data related to seniors. Currently, Staff are focussing on community feedback around the concentration of social services; however, additional data, such as data on seniors, can be integrated later.

**7. QUESTION PERIOD:**

The Committee received no questions from the public regarding agenda items.

**6. OTHER BUSINESS: (CONTINUED)**

City Staff plan to provide the Public Safety Committee with a questionnaire or survey in the near future to gather Committee member feedback on the progress of the Committee.

Committee discussion took place. Highlights included:

- The Committee has been valuable in informing the public around what the City is doing to help mitigate public safety concerns
- The Committee expressed an interest in more presentations from groups such as Neighbourhood Associations, high school/university students, or other groups, to determine community priorities

**8. ADJOURNMENT:**

It was moved and seconded at 5:11 p.m. that the meeting adjourn. The motion carried unanimously.

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CHAIR

CERTIFIED CORRECT:

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DEPUTY CORPORATE OFFICER



DATE OF MEETING JUNE 11, 2025

AUTHORED BY MADELEINE KOCH, ACTIVE TRANSPORTATION PROJECT SPECIALIST

SUBJECT PEDESTRIAN INFRASTRUCTURE UPGRADE PRIORITIES

## **OVERVIEW**

### **Purpose of Report:**

To share with the Public Safety Committee the pedestrian improvement projects being recommended to Council for expenditure of the 2025 Pedestrian Unallocated Budget.

## **DISCUSSION**

On June 16, 2025, Council will be reviewing a Staff report recommending projects for expenditure of the \$300,000 Pedestrian Unallocated budget for 2025. An Information Report was provided to the Advisory Committee on Accessibility and Inclusiveness on May 14, 2025, which included an overview of the projects that will be recommended to Council. This Information Report is included as Attachment A to provide the Public Safety Committee with an opportunity to preview the recommended projects.

## **ATTACHMENTS**

Attachment A: Staff Report from May 14, 2025 Advisory Committee on Accessibility and Inclusiveness meeting

### **Submitted by:**

Jamie Rose  
Manager, Transportation

### **Concurrence by:**

Poul Rosen  
Director, Engineering

Bill Sims  
General Manager, Engineering and Public Works

DATE OF MEETING MAY 14, 2025

AUTHORED BY MADELEINE KOCH, ACTIVE TRANSPORTATION PROJECT SPECIALIST

SUBJECT PEDESTRIAN INFRASTRUCTURE UPGRADE PRIORITIES

### **OVERVIEW**

#### **Purpose of Report:**

To present the Advisory Committee on Accessibility and Inclusivity with information on the pedestrian improvement projects being recommended to Council for expenditure of their \$300,000 Pedestrian Unallocated Budget for 2025.

### **BACKGROUND**

Each year, Nanaimo City Council allocates \$300,000 towards pedestrian mobility and safety projects throughout the City. This Pedestrian Unallocated Budget is intended to address smaller-scale pedestrian improvement projects more quickly than would be possible via the typical financial planning process.

Staff prepare a report annually for Council with potential projects for their consideration. The 2025 Staff report will be provided to Council later this spring. Projects that improve crosswalk safety are commonly recommended by Staff, as research shows that most collisions between drivers and pedestrians occur at crossings.

Staff identify priority crosswalks using our Crosswalk Improvement Prioritization Tool. This map-based tool assigns a score to each crosswalk in Nanaimo, with higher scores indicating higher priority for improvements. Scores are based on trip-generation factors and risk factors. More details on the tool and its prioritization factors can be found on the [City's website](#).

### **DISCUSSION**

For 2025, Staff will be recommending that Council allocate funding towards high priority pedestrian crosswalks. Note that the high scoring crosswalks identified by the Crosswalk Improvement Prioritization Tool were refined by excluding the following types of crosswalks:

- Those at controlled intersections (either traffic lights or stop signs), since the rights and responsibilities of both pedestrians and drivers are understood at these types of intersections. Furthermore, interventions to improve pedestrian safety at these intersections are typically quite complex and costly.
- Those that are within the scope of an upcoming capital project, as these projects typically provide an opportunity to make improvements to transportation infrastructure - often at a reduced cost.

## 2025 Projects for Council's Consideration

For 2025, Staff will be recommending the following projects for Pedestrian Unallocated funding:

### **Townsite Road at St. Patrick Crescent**

*Crosswalk Improvement Prioritization Tool Score: 50*

*Recommended Treatment:* Raised crosswalk and lighting improvements

*Cost Estimate:* \$100,000

#### *Rationale:*

This crosswalk's high score is primarily due to trip generation factors. These include proximity to a highly used transit stop, its location within the Hospital Urban Centre, and economic equity considerations. Risk factors affecting this crossing include high traffic volumes and a known collision involving an active transportation user.

### **Wallace Street at Franklyn Street**

*Crosswalk Improvement Prioritization Tool Score: 48*

*Recommended Treatment:* New raised crosswalk on north side of intersection

*Cost Estimate:* \$100,000

#### *Rationale:*

This crosswalk's high score is primarily due to trip generation factors. These include its location within the Primary Urban Centre land use designation, economic equity considerations, and its high WalkScore rating. The most significant risk factor affecting this location is traffic volume.

Staff propose adding a new raised crosswalk at the north side of the intersection. In addition to slowing traffic, this new crossing location provides a shorter crossing distance and reduces the potential for conflicts between pedestrians and drivers.

### **Portsmouth Road at Applecross Road**

*Crosswalk Improvement Prioritization Tool Score: 47*

*Recommended Treatment:* Raised Crosswalk

*Cost Estimate:* \$100,000

#### *Rationale:*

This crosswalk's high score is primarily due to trip generation factors. These include its location within an Urban Centre, having a high WalkScore rating, and proximity to a highly-used transit stop. Crossing distance is the most significant risk factor affecting this location.

Pedestrian improvements at this crossing were strongly supported during community consultation for the Woodgrove Area Plan.

## 2025 Secondary Projects

The following potential projects have also been reviewed by Staff but are not included in the recommendation to Council for 2025, as the budget would be exceeded. However, Council may consider re-prioritising any of the following projects for funding in 2025, either by removing projects from the recommended list above, or by allocating additional funds from other budgets to cover costs over and above the \$300,000 Pedestrian Unallocated budget.

### **Waddington Road at Dufferin Crescent**

*Crosswalk Improvement Prioritization Tool Score: 47*

*Recommended Treatment: Raised crosswalk*

*Cost Estimate: \$100,000*

#### *Discussion:*

This location has the same ranking as Portsmouth @ Applecross and is driven by similar trip generation and risk factors. Ultimately, Staff are recommending Portsmouth @ Applecross over this location given the strong public support expressed during recent community consultation for the Woodgrove Area Plan.

### **Mary Ellen Drive at Dover Road**

*Crosswalk Improvement Prioritization Tool Score: 46*

*Recommended Treatment: Two-stage crossing*

*Cost Estimate: \$150,000*

#### *Discussion:*

As the existing crosswalk crosses multiple vehicle lanes, this location is a strong candidate for a two-stage crossing including flashing lights and a pedestrian refuge area at the half-way point of the crossing.

Staff excluded this project from the 2025 recommendations as it would require a substantial portion of the Pedestrian Unallocated budget. It is possible to fund three raised crosswalk projects within the budget. However, if this two-stage crossing were funded, only two projects would be possible with the 2025 funds.

### Other Locations Considered:

The following locations have substantial scores but were excluded from Staff's recommendation in favour of the higher-scoring crosswalks noted above. As the higher-scoring crosswalks receive improvements, it is likely that future pedestrian unallocated funding will support recommendations at the locations listed below.

In addition to the prioritization scoring, these crosswalk locations have been brought to Staff's attention through requests from the public.

Location	Score	Notes
Elizabeth St at Howard Ave	41.5	Members of the Fairview Elementary School community have submitted 19 requests for safety enhancements at this crossing, and the crossing at Second St @ Kamp Pl.
Second St at Kamp Pl	39.5	See above
Hammond Bay Rd at Kenwill Dr	41	Staff have received four requests for safety improvements at this crosswalk, some in anticipation of Rutherford Elementary School re-opening this September.
Sierra Way at McGirr Rd	38.5	Staff have received a request for safety improvements to the crosswalk on McGirr Rd. Traffic safety improvements at this location are also supported by the McGirr Elementary Active School Travel Plan.

### Previous Year Project Update

Following is a table showing the pedestrian unallocated projects approved since 2023, and the completion status of these. See Attachment A for a map of project locations over the past five years.

Location	Project	Status
<b>2023</b>		
Departure Bay Rd south sidewalk (Alan-A-Dale to Wardropper Park)	Sidewalk	Completed Aug 2024
Dufferin Cres at Grant Ave	Raised crosswalk and curb return	Design in progress
Pine St and Wentworth St	Rectangular rapid flashing beacons (RRFBs), improved street lighting, shortened crossing	Design in progress
Howard Ave at Regal St	Raised crosswalk	Completed Sept 2024
Dover Rd at Applecross Rd	RRFBs	Design in progress
Brickyard Rd at Broadway Rd	Islands, centre line signage, revised pavement markings	Under construction
3700 Block of Departure Bay Rd	RRFBs	Completed Sept 2024
400 Block of Campbell St	Raised crosswalk	Design in progress
<b>2024</b>		
Albert St at Dunsmuir St	Raised crosswalk	Design in progress
Albert St at Selby St	Raised crosswalk	Design in progress

### CONCLUSION

The Crosswalk Improvement Prioritization Tool continues to support high value pedestrian infrastructure investments across Nanaimo. This year's recommended projects have been prioritized primarily due to their relatively high prioritization scores.

### **SUMMARY POINTS**

- Each year, Nanaimo City Council allocates \$300,000 towards smaller-scale pedestrian improvement projects throughout the City.
- Staff will be recommending that Council consider allocating 2025 funds towards three raised crosswalk projects in Nanaimo.
- The recommended sites were identified using Staff's Crosswalk Improvement Prioritization Tool, along with site and costing analysis.

### **ATTACHMENTS**

Attachment A – Pedestrian Unallocated Project Map 2020-2024 |

#### **Submitted by:**

Madeleine Koch  
Active Transportation Project Specialist  
Transportation |

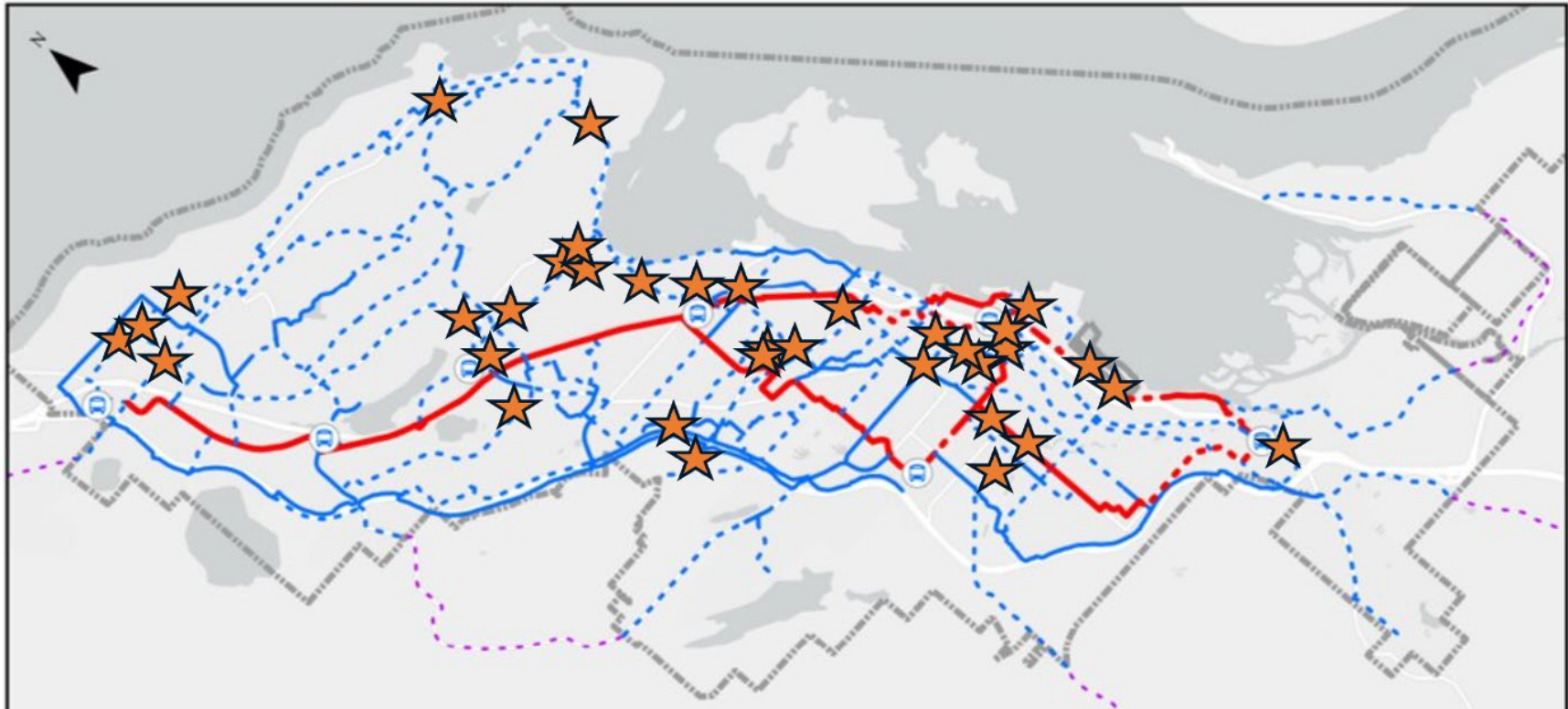
#### **Concurrence by:**

Jamie Rose  
Manager, Transportation

Poul Rosen  
Director, Engineering

Bill Sims  
General Manager, Engineering & Public  
Works |

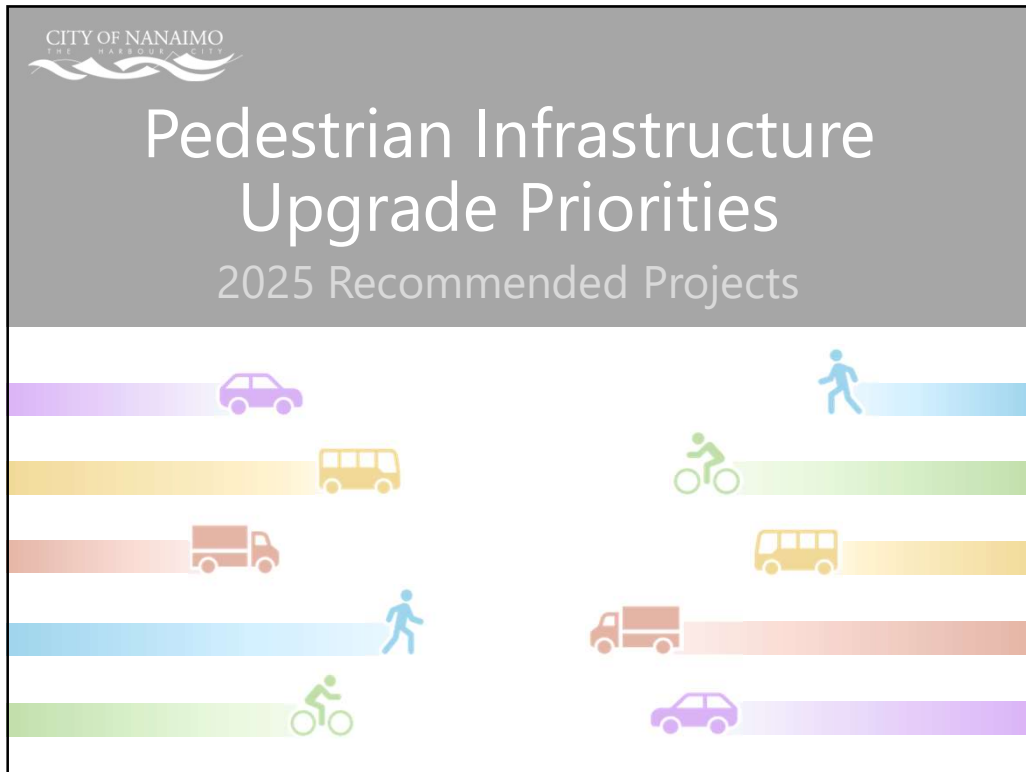
## Pedestrian Unallocated Project Locations 2020-2024



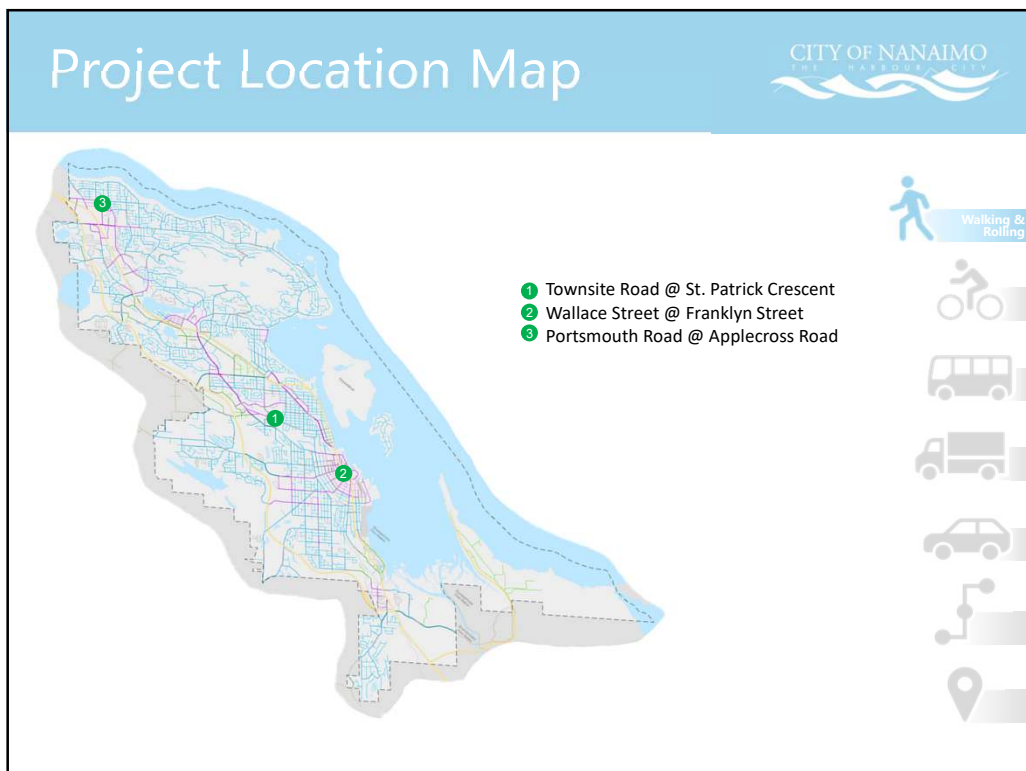
★ = Project Location

Note: This map mostly shows the locations of crosswalk and sidewalk upgrade projects. It does not show the 11 pedestrian signals and 20 transit stops that received accessibility upgrades with pedestrian unallocated funding.





1



2



# 1 Townsite Rd @ St. Patrick Cres



View looking west down Townsite Road.



3

# 1 Townsite Rd @ St. Patrick Cres



**Score**  
50

**Recommended Treatment**  
Raised crosswalk

**Cost Estimate**  
\$100,000



4

2

Wallace St @ Franklyn St

Score

48

Recommended Treatment

New Raised crosswalk

Cost Estimate

\$100,000

Walking & Rolling

General location of proposed raised crosswalk

5

2

Wallace St @ Franklyn St

Walking & Rolling

View looking south down Wallace St.

General location of proposed raised crosswalk

Existing crosswalk location

6

3

Portsmouth Rd @ Applecross Rd

CITY OF NANAIMO

THE HARBOUR CITY

Score

48

Recommended Treatment

Raised crosswalk

Cost Estimate

\$100,000

Walking & Rolling

7

3

Portsmouth Rd @ Applecross Rd

CITY OF NANAIMO

THE HARBOUR CITY

Walking & Rolling

View looking north up Applecross Road.

8

# Questions?

